

## C 8127 - I-90 - Snowshed to Keechelus Dam Phase 1C - Replace Snowshed and Add Lanes

Q & A # 9, June 9, 2011

Question #	Reference & Page #	Question	Response
97	Plan Sheet 1271, and Appendix A, Page 57	Plan Sheet 1271 calls out a Resinous Wall System and Appendix A Page 57 lines 42 - 43 states, "see special 098150." I can not find this special. Where is it located?	The Resinous Wall System special is included in Addendum No. 6.
98	Plan Sheets 225, 705, 707, 708, 711, 838, 870, 873, 860, and 1462, and Special Provisions, Pages 431, and 433 - 435	<p>1) The Plans give us station locations for Barrier and Bridge J Boxes on Sheets 225, 838, 870, and 873, but the Plans show more J boxes on Sheets 707, 708, and 711. Also on sheet 711 at approx AW Sta. 1428 it shows a bridge box in the center of WB Resort Cr. Bridge on the east end. Would like more info.</p> <p>2) The Plans tell us to build a maintenance pad but I haven't found a detail.</p> <p>3) On Sheet 860 it shows a utility hanger but doesn't give us a spacing.</p> <p>4) On Sheet 1462 it shows a J box on the cantilever. Need more info on box and purpose.</p> <p>5) Addendum No. 3 changed the piping on W.B. Resort Cr. Bridge to one 3" R for fiber. Does this pipe and two Bridge Boxes go in bid item 269?</p> <p>6) In the Special Provisions Page 435, CCTV 1-4, WSDOT is supplying PTZ camera, pole mounts, cables encoder and video server. Is anything else needed?</p>	<p>1) Many of these boxes were adjusted (added / removed) in Addendum No. 3. On Sheet 711 the box in the middle of the LW line is in the abutment wall under the deck. This has a run of conduit to a type 1 box off the NE corner which then continues toward the service cabinet. This is shown better in Addendum No. 3. This box is for a future wildlife camera for photographing animals crossing under the bridges.</p> <p>2) The maintenance pad on Plan Sheet 705 (Sheet TS1) has been removed in Addendum No. 5.</p> <p>3) On Sheet 860, hangers should be spaced at 5'0" max.</p> <p>4) Instead of a J box mounted on the cantilever pole as shown on Sheet 1462, we will have a ground mounted 332 style cabinet in accordance with the Special Provisions on Page 434, line 33. Please note that the cantilever will have a junction box up above in the sign area with a local isolation switch as required in the Std Plans.</p> <p>5) Yes. The conduit and boxes are part of the ITS – Fiber Communication System in accordance with the Special Provisions Page 431, lines 14-16</p> <p>6) Yes, much more is needed including items as noted in Special Provisions Page 433, lines 7 – 49 as well as the general description found in Standard Specifications 8-20.1. Lines 44-48 on Page 435 in the Special Provisions just describe the items that WSDOT is supplying.</p>

## C 8127 - I-90 - Snowshed to Keechelus Dam Phase 1C - Replace Snowshed and Add Lanes

Q & A # 9, June 9, 2011

Question #	Reference & Page #	Question	Response
99	Plan Sheet BG 225	<p>With regard to PGAs on Pier 1 (refer to Sheet BG163)</p> <p>Please confirm that for pier 1 horizontal and vertical PGAs, the given loading (design force) is per PGA. Additionally, is the lock-off force also per PGA? When lock off force on one PGA is applied, this will cause a relaxation on the adjacent PGAs already installed. Estimator is unaware of where this has been dealt with in the specifications. Does the contractor have to go back and re-stress PGAs to the lock-off force given in the tables. If so how many repetitions are required?</p>	<p>Design Force is for each PGA. Lock-off is for each PGA. Apply Lock-force per Standard Specifications 6-17.3 (9). The Contractor does not have to go back and re-stress the PGAs.</p>
100	Plan Sheet BG225	<p>With regard to PGAs on Pier 2 shaft cap (refer to Sheet BG 225)</p> <p>Please confirm that the PGA design force indicated in the schedule is per anchor and not per shaft. Additionally, is the lock-off force per PGA as well? Additionally, the estimator is unaware of the sequencing specified for applying the lock-off force on the PGAs. What is the sequencing for applying the lock-off force on shafts with 4 PGAs? When lock-off force is applied, this will cause a relaxation on the adjacent PGAs, especially those within the same shaft (for the case of 2 and 4 PGAs in one shaft). Estimator is unaware of where this has been dealt with in the specifications. Does the contractor have to go back and re-stress PGAs to the lock-off force given in the tables. If so how many repetitions are required?</p>	<p>Design Force is for each PGA. Lock-off is for each PGA. Top row – Left and Right, Bottom row – Left and Right. Apply Lock-force per Standard Specifications 6-17.3(9). The Contractor does not have to go back and re-stress the PGAs. The Contractor has the option of performing the proof test for all PGAs first, then performing the lock-off force (of each shaft); or performing the proof test and lock-off force for each PGA one by one.</p>

## C 8127 - I-90 - Snowshed to Keechelus Dam Phase 1C - Replace Snowshed and Add Lanes

Q & A # 9, June 9, 2011

Question #	Reference & Page #	Question	Response
101	Plan Sheet W23-8	<p>With regard to PGAs on Wall 23 (refer to Sheet W23-8)</p> <p>When lock off force on one PGA is applied, this will cause a relaxation on the adjacent PGAs already installed. Estimator is unaware of where this has been dealt with in the specifications. Does the contractor have to go back and re-stress PGAs to the lock-off force given in the tables. If so how many repetitions are required?</p>	<p>Apply Lock-force per Standard Specifications 6-17.3(9). The Contractor does not have to go back and re-stress the PGAs. The Contractor has the option of performing the proof test for all PGAs) first, then performing the lock-off force (of each shaft); or performing the proof test and lock-off force for each PGA one by one.</p>
102	---	What type of program is WSDOT using that is associated with the .ALG file extension on the Web Page for the alignments?	The .ALG file extension is the InRoads alignment file. InRoads is the roadway design file that is used in conjunction with MicroStation.
103	Special Provisions, Page 188	The specials call out for temporary barrier to have scuppers. The temporary barrier is the existing barrier; however, most of the existing on the project doesn't have scuppers. Where is the scuppered barrier used and required?	All temporary barrier on the project are scuppered. Page 188 in the Special Provisions requires that existing barrier which are both in good condition and have scuppers be used as temporary barrier on the project. All other temporary barrier with scuppers will be provided by the Contractor.
104	Plan Sheet 46, and Special Provisions, Pages 244 - 245	Plan Sheet 46 as updated in Addendum No. 1 and Pages 244 & 245 of the Special Provisions have different quantities. Which ones are correct?	Pages 244 - 245 in the Special Provisions were also updated in Addendum No. 1. As of Addendum No. 1, the Plans and Specials agree on the 108,610 CY, 200,000 CY, 70,000 CY, and 29,000 CY quantities.
105	Special Provisions, Pages 119 - 120	There was another job with alternate bids and when you filled out the electronic bid submittal it didn't work properly. That whole project was thrown out and has to be re bid. That project you had to select which alternatives you wanted to do and they were cumulative. The electronic submittal required that you fill in the alternatives but didn't total all alternatives. How is this going to work on your project?	You have to select one or the other alternative that you want to use. Do not fill in a unit cost for both. If the program requires an amount in all bid items, place a zero in for the unit cost for the alternative that you are not going to use.

## C 8127 - I-90 - Snowshed to Keechelus Dam Phase 1C - Replace Snowshed and Add Lanes

Q & A # 9, June 9, 2011

Question #	Reference & Page #	Question	Response
106	---	Where are Bid Item 101 - Rebar for Foundations and Bid Item 107 - Concrete Cl. 4000 for Foundations being used? These quantities look like they are for the Portal Towers but they are a Lump Sum Item.	<p>Bid Item 101 - Rebar for Foundations is for the Portal Tower foundation and Transformer Vault Building foundation.</p> <p>Bid Item 107 - Concrete Cl. 4000 for Foundations is used for the Portal Tower foundation and Transformer Vault Building foundation.</p> <p>These items were not included in the Bridge Offices Lump Sum Quantities and were listed separately in their backup.</p>
107	Special Provisions, Page 165	Having trouble understanding the fuel cost price adjustment formula on page 165 of the Special Provisions. Please explain.	When using the formulas in the Special Provisions you must use "cents" for your base and monthly fuel cost inputs (not dollars and cents) i.e. \$4.83 = 483.
108	---	Is there an avenue available for viewing the rock cores for the I-90 Snowshed Project, especially those that cover the Snowshed structure and the Slide Curve Br?	Yes. See Question #86 in Q&A #8.
109	Special Provisions, Page 247	<p>On Page 247 in the Special Provisions, there is a statement that "By October 1 of each year from 2011 to 2015, all equipment and materials except for BMPs shall be removed from the Crystal Springs Sno-Park parking area to the satisfaction of the Engineer."</p> <p>Can we leave processed material stockpiles for the winter at Crystal Springs if the stockpile is within the footprint of the existing stockpile?</p>	Yes, you can leave processed material within the existing stockpile footprint area. Only the existing parking area must be cleared so that it can be used by Parks and Recreation during the winter months. This area is an active Sno-Park for snowmobiling and other winter activities.
110	---	<p>When is Addendum No. 6 being released and is June 22nd being held as the opening date?</p> <p>Have many other contractors been asking to extend the bid opening?</p>	<p>Addendum No. 6 was released June 8, 2011 and June 22nd is the scheduled opening date.</p> <p>There have been a couple other contractors that have requested delaying the Bid opening date.</p>